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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 52. CLEVELAND. O., DECEMBER 30. 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Meteorological summary for the week ending December 29:

Mean barometer	30.149
Mean temperature	22.1
Mean humidity	82 3
Total precipitation	.98
Prevailing direction of wind	SW
Total wind move	1565
Av. clouds	7.2
Av state of weather	Fair
Max. temperature, highest	46.0
Min temperature, lowest	5.8

WILLIAM LINE, Sgt. Signal Corps, U. S. A.

The schooner George H. Warmington is the only vessel laid up at Vermillion.

Mrs. Moffatt gave the fire boat crew an elegant dinner, served on board the craft Christmas.

Vessel men are asking $1.50 from Escanaba, $1.75 from Marquette and $2 from Ashland.

Thos. Fitzpatrick, managing owner of the steamer George T. Hope, has gone to West Bay City, to superintend the work now being done on the steamer.

On account of the action taken last season by the grain shippers and elevators about ore-colored grain, the great Onoko will engage exclusively in the grain carrying trade.

There was a meeting of the Mutual Transportation Company yesterday and it was decided to put another steel steamer under way as soon as room can be made at the Globe shipyard. The steamer in question will be twelve feet longer than the one for the same company, which will be ready to go into the water about the first of February.

Manager Henry of the Lehigh line was in the city this week. It is possible that he is looking up the best yard to get a large steel steamer built as he was in consultation with Messrs J. F. Pankhurst and Luther Allen at the Globe Works. The dimensions to be, length 300 feet, breadth 40 feet, depth 25 feet; the engine to be triple expansion with a Scotch boiler.

The close of the present season finds the carriers of the lakes very badly scattered. No less than thirty-five boats were caught by an early winter in Lake Superior ports, and many of them were compelled to strip after being loaded. Small river ports and harbors all along the lakes will shelter laden vessels which could not reach their destination. In Cleveland the number of boats adapted to carrying coal is about the same as a year ago. At the opening of navigation in 1886 about seventy-five boats capable of carrying coal could be found here, and next spring the number will be eighty-one. They will represent a combined carrying capacity of 83,310 tons.

The Cleveland Shipbuilding Company has purchased the buildings and machinery of the Cuyahoga Steam Furnace Company. The Cuyahoga Furnace is one of the oldest and most important manufactories in the state, and until some years after the Globe Iron Works started monopolized the marine engine building trade at this port. The Cuyahoga Company was incorporated in 1834 by Messrs. Luke Risley, Josiah Barber, Richard Lord, John W. Allen, B. F. Tyler and Charles Hoyt. Of those gentlemen only one, Hon. John W. Allen, is now alive. The company during the last ten years has turned its attention mainly to the manufacture of large blowers for furnaces and other heavy machinery and has supplied many of the large steel works and iron manufactories of the country west of the Allegheny mountains. Charles Hoyt was the first manager. He was succeeded by Mr. E. T. Sterling, and Mr. Sterling was followed by Mr. William B. Castle, ex-mayor of Ohio City and Cleveland. Mr. Castle died in 1872, and Mr. J. F. Holloway, who had been superintendent of the works since 1861, succeeded him. Mr. Holloway has had full charge of the establishment since that time. This sale was made at a very properous time in its existence.

The Cleveland Shipbuilding Company, incorporated some time ago with a capital stock of $250,000, 75 per cent of which has been paid in, has purchased the property of the Cuyahoga Furnace Company and that of the Powell Tool Company and Mr. Perkins' lot adjoining making a total of about 680 feet river front on the west side of the river, all of which can be used as a shipyard except that on which the machine shop stands. It is the purpose of the new company to build iron and steel vessels. Work will be commenced by tearing down the Old Powell Tool Company building, which was partially consumed by fire some years ago, and the lime kiln on the Perkins lot. Grading for the shipyard will begin as soon thereafter as possible. The new company also acquired, with the purchase of the Cuyahoga Furnace property, three lots on the north side of Detroit street. Among the stockholders of the new company are Messrs. H. D. Coffinberry, who has been elected president and general manager, and Robert Wallace (both former members of the Globe Iron Works,) Wm. Chisholm, J. H. Wade, Jr, and R. R. Rhodes. The latter named gentlemen had been a stockholder in the old Cuyahoga works and transferred his stock to the new company on equitable terms. It is thought that the new company will be in shape to begin work by the first of May. Robert Wallace, vice president, will have general supervision of the shops. O. N. Steele, engineer of the Onoko since she came out, will superintend the engine shops; Quincy Miller, engineer of the J. H. Devereux the last two seasons, will occupy the relative position in the boiler shop; and James Wallace will be draughtsman.

The annual report of W. J. McKinnie, collector of customs for the district of Cuyahoga, gives the following condition of the coastwise and foreign trade of the district:

Cleveland—Entered coastwise, sail vessels, 1,435, 548,673 tons; steamers, 1,260, 725,037 tons; total, 2,695 vessels and 1,309,710 tons. Cleared coastwise, sail vessels, 1,431, 613,931 tons; steamers, 1,255, 715,981 tons; total, 2,696 vessels and 1,329,912 tons.

Ashtabula—Cleared coastwise sailing vessels, 318; tonnage, 186,622 steam vessels, 285; tonnage, 243,872; total of vessels, 603; total of tonnage, 430,495. Entered, sailing vessels, 307; tonnage, 182,221; steam vessels, 278; tonnage, 238.212; total of vessels, 585; of tonnage, 420,433.

Lorain—Cleared coastwise sailing vessels, 150; tonnage 63,629; steam vessels, 62; tonnage, 14.882; total of vessels, 212; total of tonnage, 78,511. Entered, sailing vessels, 151; tonnage, 63,960; steam vessels, 47; tonnage, 12,882. Total of vessels, 198; total of tonnage 76,842.

Fairport—Coastwise, cleared, sailing vessels, 45; tonnage 21,576; steam vessels, 60; tonnage, 43,878 total of vessels, 105; total of tonnage, 65,454. Entered, sailing vessels, 55; tonnage, 27,973; steam vessels, 73; tonnage, 53,527. Total of vessels, 128; total of tonnage, 81,500.

Foreign entries and clearances. Cleveland—Entered, 244 vessels, 61,742 tons; cleared 244 vessels, 60,119 tons.

Ashtabula—Entered, 34 vessels, 10,837 tons; cleared, 57 vessels, 22,518 tons.

Fairport—Entered, 8 vessels, 1,515 tons; cleared, 5 vessels, 932 tons.

Lorain—Entered, 60 vessels, 7,751 tons cleared, 74 vessels, 10,987 tons.

Messrs. M. A. Hanna, Robert R. Rhodes, J. C. Gilchrist, John Hutchinson, C. E. Benham, H. J. Webb, Thomas Wilson, John W. Moore, Thomas Fitzpatrick and M. A. Bradley met in Mr. Bradley's office on Monday. The meeting was only preliminary to consider the advisability of calling a more extensive meeting next Monday at the board of trade rooms to consider some important questions of interest principally to vessel men and ore shippers. The vessel men who assembled Monday think that the facilities at present furnished for unloading vessels are insufficient and that the ore men will agree with them. At present the work is done by the railroad company. The vessel is charged 17 cents a ton for unloading. This the vessel men wish to have removed, but are willing to carry the ore at a price 17 cents below what would be asked were they to pay the charges for unloading. They also seek to have a specified time in which vessels carrying ore shall be loaded and unloaded. In the season of navigation every minute is valuable to a vessel sailing the lakes. The vessel owners argue thus: "We pay the charges for taking the ore out of our boats. This is the only branch of traffic on the lakes that does so. Coal is free. The railroad is under no obligation to us and we get no satisfaction from them when our boats are delayed. The greater part of the tonnage engaged in the ore trade is owned in Cleveland. We want to see them come here to be unloaded where we can attend to matters connected with them. On account of poor facilities for unloading they have been going to other Ohio ports and Cleveland is losing the business. Mutual work on the part of the ore men will bring this about. If proper appliances were used here the largest vessel on the lakes would be unloaded in a day, and there are men who will come here and put up apparatus to do such work. It is done in Chicago and every vessel that goes there is chartered "free out."

The schooner Nellie Redington, Captain Andrews, was laid up at Manitowoc and the captain has returned to her home in Painsville.

Captain R. Nevels has been appointed master of one of the new steamers building at Quayles' shipyard for Moore & Bartow and John Broadwick engineer.

Captain Wm. Humphrey has been appointed as master of one Moore & Bartow's new steamers and C. Castle, who has been engineer of the machinery at the post office building, as engineer. Mr. Castle will go to work next week.

It is reported that Captain Goldsmith, for several years master of the steamer Progress, will not sail next season. Captain Goldsmith is over seventy years of age and has been in active service as master longer, perhaps, than any one on the lakes.

The M. E. B. A. will hold its next meeting at the new hall room 12, Seymour block, Detroit street. One delegate, Quincy Miller holding over, will be elected to attend the national convention, to be held in New York city next month.

Mr. John Corrigan, a former Clevelander, but now resident in Duluth, is in the city, combining business with pleasure. During his stay in Duluth, Mr. Corrigan has built extensive lime kilns and new docks. Duluth being a rapidly growing and prosperous city he is well satisfied with his investment.

W. C. Richardson, of the firm of H. J. Webb & Company, returned from Port Huron on the 25th. He found the Davis in good shape but needing some repairs, which will be done at Dunford & Alverson's shipyard. The contract for raising the cargo of pig iron jettisoned from the schooner while ashore at Bayfield was made by the under writers Monday with Thomas Fowler of Port Huron, where the schooner now is. The iron will be taken ashore ready for reshipment in the spring.

AMHERSTBURG.

The little steamer Hattie began running between here and Detroit on Monday of last week, taking the Riverside's old route. Wednesday night of last week she ran aground at the head of Grosse Isle, remaining there about an hour. Thursday morning the 23d the ice was so thick near Wyandotte that she was unable to land there, but she passed up through the eastern channel.

OSWEGO.

The bodies of Sutherland McKay and Charles Dean were taken from the wreck of the schooner Ariadne on Monday of last week by the crew of the Big Sandy life saving station. The crew had to cut through six feet of ice to reach the corpses.

BUFFALO.

Special to the Marine Record.

When this goes into print, we shall have closed one of the most favorable seasons in four years in marine circles, and the outlook for the coming season is favorable so far as can be judged in advance; the feelings at least indicate it. When we pass through the manufacturing districts and see the large number of men employed in all branches of industry, we feel and see a confirmation of our predictions. Take every line of business, especially the iron industry, and every place has a full complement of men, working full time, at fair wages.

The King Iron Works is crowded with work, and are even refusing contracts to be filled by the opening of navigation.

Farrar & Treft are full in their line, which is in great measure confined to the oil regions.

The Lake Erie Boiler Works are crowded, with their large plant, almost to their full capacity.

The Eagle Boiler Works are running full time with plenty of work on hand, and a large force of workmen.

The drydocks are doing all they can in repairs, and each company has a vessel on the stocks, which gives work to a large number of men in both new and old, and upon the whole we must say things are very encouraging. Reports come to us from other sections with equally favorable prospects. Around the brokers' offices we catch some information in relation to what is going on in lake men circles, although it is nothing but talk so far. Some one has started the idea that an offer of $1.50 has been made for iron ore from Escanaba, but no one asserts that it has been taken by any one as yet. Well, that is fair if true. There are a number of inquiries for steam tonnage, but desirable tonnage is held high.

We learn from the Iron Age that the demand for steel rails is 700,000 tons above the output of all the rail mills of the country and the deficiency will have to be supplied from a foreign market. This is a good outlook for the steel market. If the delivery is demanded inside of twelve months it can not be furnished in this country.

Everything in the shape of boats is in winter quarters, tugs included. The creek is frozen, but the ice is not heavy. In the lake there is very little ice, and what there is is largely frozen snow, lining the beach a few rods from the shore.

The weather for the past twenty-four hours has been very sharp, and ice made faster than any time this winter, and yet the lake does not freeze as in other seasons.

The damage on the steambarge Oregon has been appraised at $8,000. In addition to repairing the damage, alterations will be made. She will be double-decked and strengthened at a total expense of about $15,000.

The Express, says: Before turning the propeller W. H. Gratwick over to her new owners, the Gratwick, Smith, & Fryer Lumber Company will change her name to the John C. Pringle, after one of her buyers. This change will be on account of a wish to name the new propeller building for the company at Wheeler's yard, Bay City the W. H. Gratwick. Captain Wheeler is building two other propellers of the same dimensions as the new Gratwick. They are 285 feet over all and 40 feet beam; will carry 2,000 tons, and cost $120,000. The other propellers are for D. Whitney, Jr., of Detroit and Thomas Wilson of Cleveland. A fourth propeller of about the same size will be begun soon.

Mr. W. B. Dimick, who has been to look into the condition of the stranded schooner Metropolis at Old Mission, Lake Michigan, has returned. Propositions for taking off her cargo have been made to outside parties. No work will probably be done until spring.

Captain W. P. Henry, of the Lehigh line, has gone to Cleveland to look after a contract to build a new steel boat for the line.

WM.

WINTER MOORING.

The close of navigation this season caught many of the lake vessels away from their ports of destination and many of them loaded, but this will have a good effect on freights at the opening next season. The opening of the season found the grain fleet largely bulked at Chicago, which was an unfortunate circumstance for owners, for the reason that with so much tonnage offered, all being desirous of getting away, shippers had the advantage in making rates, but this advantage did not prevail for any extended period. This season the lake fleet is greatly scattered, which will have a good influence on the opening in 1887.

During the greater part of the season freight rates have been remunerative and vessels, as a rule, have earned good interest. The opening would have been much better than it was but for the unsettled condition of labor at the great manufacturing centers, which tended to make dealers timid to enter into extensive contracts, although before many months had passed confidence was restored and business assumed the activity that had been outlined in the spring. During previous seasons the rate war on the trunk lines on east bound freight has had a depressing effect on vessel property. This has not obtained this season for the reason that there has been a better demand than usual for the products of the great northwest, and the outlook for next season is even brighter than that of the year just closed.

The grain fleet which sailed from Chicago on the opening of the Straits of Mackinac was the largest ever floated in any water, and the grain fleet trading regularly to Lake Michigan and Superior ports this season give us assurance to say that Buffalo will soon become the greatest grain center in the world; that during the next ten years she will handle 150,000,000 bushels per year. In addition to the great amount of grain to be transported, the development of the various Lake Superior mines has added greatly to the business of lake carriers, and if we take into account the enormous lumber and coal trade it will need no prophet to assure us that the next season will be a still better one to vessel owners than that just closed. But in order that this may be true it is necessary to have a demand and supply. This is already assured. The close of the season of 1886 found the elevators overflowing with grain, and the demand unsupplied, the wants of the iron manufacturers not satisfied, and the entire product of pig iron and steel rails for the new year sold ahead. In fact we may say that a season of prosperity has just closed, with every indication that one more prosperous is in sight.

On May 9, 1885, the coal rate from Buffalo to Duluth was quoted at 40 cents. On the corresponding date in 1886 it was quoted at 45 cents. May 13, 1885, the Duluth Buffalo grain rate was 2¾ cents, in 1886 3½ cents. On the same dates the rate on iron ore from Escanaba to Ohio ports was 75 and 95 cents respectively—a jump of 20 cents. The Marquette rate on June 18, 1885, was 85 cents, and on the same date in 1886 was $1.10, a still larger advance. The highest notch reached by the Marquette rate in 1885 was 75 cents, while charters were made in October of this year at $2. At no time n 1885 were Duluth grain freights higher han 4½ cents, but in November last wheat was carried from that port to Cleve and at 6⅜ cents. The highest ore rate paid this year was $3 from Ashland to Ohio. The highest last year was less than half that sum.

The boom in the iron industry of the country has brought with it a similar revival of commercial interests on the great lakes. A season of unsurpassed prosperity has just ended, and there is every indication that the season of 1887 will be equally profitable. The demand for iron ore is still unsupplied, and notwithstanding that 3,500,000 tons have been moved and shipped this year—a greater amount than ever before—every mine in the Lake Superior district will be worked to its fullest capacity this winter and it is thought that 4,000,000 tons of ore will be shipped next season. In this connection an important question is the amount of new tonnage to be built this winter and the number of boats lost during the past season. The first is great, but the boom in ship building is even greater. Thirty-one freight boats will be added to the lake fleet next season. They are to be without exception of the largest and finest kind, having an average carrying capacity of a little over 2,000 tons each. All but two of them will be large steamers, and they will represent a combined carrying capacity of 65,750 gross tons, built at a cost of over $4,000,000. Eleven of the finest of these boats are now under way in Cleveland, and in them Cleveland capitalists will invest $1,500,000.

Following list of boats and where laid up is quite full, but we regret that it is not complete:

CLEVELAND.

Special to the Marine Record.

PROPELLERS.

Onoko,	R. P. Ranney,
William Chisholm,	J. H. Outhwaite,
J. H. Devereux,	Hiawatha,
Queen of the West,	H. C. Schnoor,
Abercorn,	Otego,
Cleveland,	J. E. Mills,
James Pickands,	Columbia,
Continental,	A. Everett,
Colonial,	Progress,
J. S. Fay,	Business,
S. E. Sheldon,	Raleigh,
Forest City,	Anna Smith,

BARGES AND SCHOONERS.

Grace Holland,	Brunette,
Specular,	Reindeer,
Magnetic,	Shawnee,
Polynesia,	Niagara,
Thomas L. Parker,	Constitution,
J. S. Richards,	J. C. King,
D. P. Rhodes,	Zach Chandler,
Fayette Brown,	H. P. Baldwin,
Thomas Quayle,	A. J. McBrier,
D. Wagstaff,	St. Lawrence,
Kate Winslow,	James F. Joy,
G. H. Warmington,	H. D. Root,
Saveland,	Our Son,
L Van Valkenburg,	H. J. Webb,
Camden,	H. H. Brown,
Columbian,	Rival,
Ironton,	Venus,
V. M. Blake,	C. H. Johnson,
G. W. Wesley,	George Sherman,
Erastus Corning,	J. E. Gilmore,
Riverside,	Sophia Minch,
Hattie Wells,	S. H. Lathrop,
C. L. Hutchinson,	Fostoria,
Golden Rule,	Old Concord,
Conrad Reid,	A. Walton,
J S. Austin,	Pacific,
William Young,	Mary Stockton,
M. R. Warner.	

CHICAGO.

Special to the Marine Record.

PROPELLERS.

Alaska,	City of Duluth.
City of Fremont,	City of Traverse,
Chicago,	Conestoga,
Jay Gould,	Peerless,
Syracuse,	Vernon,
B. W. Blanchard,	C. H. Green,
Albert Soper,	Clyde,
A. E. Wilds,	Manistique,
Anna Laura,	Monteagle,
Boscobel,	Nipigon,
C. Hickox,	Ohio,
Fayette,	Rhoda Emily,
George Dunbar,	Thomas W. Palmer,
J. C. Perrett,	Henry Chisholm,
Michael Groh,	H. D. Coffinberry,
Oswegatchie,	H. E. Packer,
Robert Holland,	Havana,
St. Joseph,	Isaac May,
John B. Lyon.	

SCHOONERS.

Alva Bradley,	Higgie,
A. P. Nichols,	Havana,
Ada Medora,	H. R. Newcomb,
America,	Ida Keith,
Annie Sherwood,	James Mowatt,
A. Mosher,	J. M. Hutchinson,
Belle Brown,	J. V. Taylor,
City of Green Bay,	J. Loomis McLaren,
Chester B. Jones,	John Miner,
Colonel Ellsworth,	John Martin,
C. J. Magill,	Lottie Cooper,
City of Chicago,	L. M Mason
C. C. Barnes,	Lottie Wolf,
C. G. Mixer,	Lotus,
Cheney Ames,	Lizzie A. Law,
Donaldson,	Manitowoc,
Daniel E. Bailey,	Melvina,
E. C. Hutchinson,	Minnie Slauson,
E. L. Coyne,	Melbourne,
E. J. McVea,	Manmee Valley,
Elgin,	M. L. Higgie,
Edward Blake,	Mattie C. Bell,
Flying Cloud,	Mary Collins,
F. A. Georger,	Mediator,
F. L. Danforth,	Muskoka,
F. M. Knapp,	Mary D. Ayer,
Golden Fleece,	Mystic Star,
Genoa,	Naiad,
Guiding Star,	North Cape,
G. J. Boyce,	Newsboy,
George Steel,	Oak Leaf,
Homer,	Pensaukee,
Halsted,	Rosa Sonsmith,
Helena,	Skylark,
Two Fannies,	T. Y. Avery,
Thomas H. Howland,	White Star,
Wayne,	H. H. Badger,
Helen Pratt,	H. Whitbeck,
H. A. Richmond,	H. B. Moore,
Harriet Ross,	Adirondac,
Alice,	Annie Dall,
Antelope,	A. Bradley,
Alice M. Beers,	Adriatic,
Active,	Alert,
Bertha Barnes,	Bay State,
B. F. Wade,	Bertie Calkins,
Butcher Boy,	Conquest,
City of Toledo,	C. H. Hackley,
Clipper City,	City of Erie,
C. Michelson,	C. J. Roeder,
Charlotte Raab,	C. Amsden,
Cape Horn,	Carrier,
City of Grand Rapids,	C. A. King,
Charles Luling,	Clara,
Coral,	Charles Marshall,
D. R. Martin,	Duncan City,
Ellen Williams,	Evra Fuller,
E. M. Stanton,	E. T. Judd.
E. P. Royce,	Empire State,
Eagle Wing,	Emeline,
E. R. Blake,	Ebenezer,
Florence Lester,	Ford River,
Glad Tidings,	George L. Wrenn,
G. D. Norris,	George D. Dousman,
Grace M. Filer,	G. W. Naughtin,
Herschel,	Hattie Hutt,
Red White and Blue,	R. B. Hayes,
Scotia,	Sophia J. Luff,
S. B. Pomeroy,	Sunrise,
Sweetheart,	S. M. Stephenson,
H. Rand,	H. Tabor,
Iver Lawson,	I. M. Forest,
Jason Parker,	Jennie Mullen,
Julia B. Merrill,	Jessie Phillips,
Jack Thompson,	Kate E. Howard,
Kate Hinchman,	Levi Grant,
Lincoln Dall,	Lavinda,
Live Oak,	Lookout,
Lumberman,	Lizzie, Doak,
Lake Forest,	L. B. Shepard,
Mystic,	Michael Corey,
Mary Ludwig,	Minnie Mueller,
Mary E. Cook,	Magnolia,
Minerva,	Maine,
Moselle,	Maggie Thompson,
Moses Gage,	Mary A. Gregory,
Maggie Dall,	Norman,
Noque Bay,	Olga,
Ostrich,	O. R. Johnson,
Otter,	Ole Olson,
Orkney Lass,	Phœnix,
Persia,	Rising Star,
Peshtigo,	Reindeer,
Rouse Simons,	Ralph Campbell,
Racine,	Resumption,
Radical,	Topsey,
Rockaway,	Vega,
Truman Moss,	W. H. Hawkins,
William Grandy,	W. H. Dunham,
White Cloud,	Z. Y. M. C. A.
Winnie Wing.	

BUFFALO.

PROPELLERS.

Susquehanna,	China,
Conemaugh,	Japan,
Delaware,	India,
Lycoming,	Idaho,
Rochester,	Nyack,
New York,	St. Louis,
Portage,	Winslow,
Tioga,	Arctic,
Arabia,	Arizona,
Albany,	Fountain City,
Buffalo,	Badger State,
Russia,	Empire State,
H. J. Jewett,	Commodore,
W. L. Frost,	Vanderbilt,
W. A. Haskell,	Newburgh,
John Pridgeon, Jr.,	Colorado,
Pacific,	Cuba,
Waverly,	F. E. Spinner,
Waldo A Avery,	Araxes,
Kittie M. Forbes,	Wocoken,
C. Tower, Jr.,	J. E. Potts,
Wallula,	D. C. Whitney,
Kasota,	J. P. Donaldson,
Oregon,	D. M. Wilson,
Calumet,	Maine,
Hecla,	Nashua,
New Orleans,	D. W. Powers,
City of Rome,	William Edwards,
City of Cleveland,	Nevada,
V. H. Ketchum,	M. M. Drake,
Tacoma,	Iron Chief,
R. A. Packer,	Oceanica.

SCHOONERS.

M. E. Tremble,	Maria Martin,
Charles Foster,	D. S. Austin,
Redwing,	G. G. Houghton,
Champion,	J. D. Sawer,
Francis Palms	Alice B. Norris.
American Union,	M. A. Muir,
Dan Rogers,	E Cohen,
Nellie Mason,	Banner,
J. T. Johnson,	Brightie,
John Sherman,	R. J Carney,
Mabel Wilson,	Autonto,
G. W. Adams,	Wenona,
Ashland,	Uranus,
Thomas Parsons,	San Diego,
H. A. Hawgood,	Schuylkill,
Oliver Cromwell,	Superior,
Annie Voight,	Hattie,
B. W. Jenness,	Elmo,
L. J. Farwell,	Potomac,
T. H. Orton,	L. M. Drake,
R. N. Rice,	American Giant,
Atwater,	Jupiter.

MILWAUKEE.

Special to the Marine Record.

STEAMERS.

D. W. Rust,	Roanoke,
Colin Campbell,	City of New York,
Merrimac,	Minnesota,
Massachusetts,	Monahansett,
Dean Richmond,	Wisconsin,
R. P. Flower,	E. B. Hale,
R. J. Hackett,	Valentine Swain,
Nahant,	C. J. Kershaw,
W. H. Barnum,	D. Ballentine,
N. K. Fairbanks,	W. C. Carter,
Joys,	George Burnham,
Josephine,	S. C. Baldwin,
Veronica,	Louis Pahlow,
G. C. Markham,	C. H. Starke,
J H. Schrigley,	Keystone,
Susie Chipman,	C. W. Moore,
Hilton,	New Era,
Champlain,	Philetus Sawyer,
Imperial,	Rev.cutterA.Johnson,
Maggie Marshall.	

TUGS.

Welcome,	Starke Brothers,
J. J. Hagerman,	E. D. Holton,
John B. Merrill,	H. F. Bues,
S. S. Coe,	F. C. Maxon,
Kitty Smoke,	Leviathan.

SCHOONERS.

B. F. Bruce,	Lillie E. M. Capron,
R. H. Becker,	Charles Wall,
John O'Neill,	Angus Smith,
Itasca,	D. K. Clint,
L. C. Butts,	G. A. Marsh,
Transit,	Susan E. Peck,
R. Halloran,	Sandusky,
Rob Roy,	L. A. Burton,
William Alrich,	James Garrett,
Arthur,	Melvin S. Bacon,
Anna Maria,	R. P. Mason,
N. H. Ferry,	Selt,
S. Thal,	Kewaunee,
Scud,	J. G. Masten,
Evelyn,	L. May Gutherie,
E. Scoville,	Napoleon,
Australia,	Una,
Vermont,	Boaz,
Minnehaha,	Leo,
South Side,	Odd Fellow,
Success,	Challenge,
Pewaukee,	Starke,
A. B. C. F. M.,	Supply,
Alvin Bronson,	David Vance,
May Richards,	Pride,
John C. Bauer,	James Couch.
S. P. Ely,	Waukesha,
S. V. R. Watson,	Richard Mott,
O. M. Nelson,	Penobscot,
Wonder,	La Petite,
N. M. Dunham,	Northwest,
H M. Scove,	Lewis Ludington,
John Schutts,	C. H. Williams,
J. B. Prime,	Monitor,
Silver Cloud,	Trio,
W. H. Chapman,	Chris Grover,
Henry Cowles,	Massasoit,
Metacomet,	Arrow.

DETROIT.

Special to the Marine Record

The following is a complete list of the grain carriers and their capacity, laid up in Detroit, all of which have been chartereed for winter storage.

PROPELLERS.

A. Weston, 30,000 bushels; A. L. Hopkins, 30,000 bushels; J. C. Gault, 40,000 bushels; Russell Sage, 40,000.

SCHOONERS.

L. Seaton, 16,000 bushels; W. H. Oades, 16,000 bushels; Atmosphere, 13,000 bushels; D. G. Fort, 24,000 bushels; Belle Hanscom, 24,000 bushels; William Home, 24,000 bushels; M. I. Wilcox, 24,000 bushels; Hokoken, 22,000 bushels; Penokee, 20,000 bushels; John Breeden, 23,000 bushels; F. C. Leighton, 25,000 bushels; Jennette, 24,000 bushels; Pulaski, 24,000 bushels; St. Peter, 24,000 bushels; Ganges, 24,000 bushels; Fleetwing, 11,000; Polly M. Rogers, 24,000;

BARGES.

Monitor, 20,000 bushels; Iron State, 60,000 bushels. Total number of bushels, 859,000.

BAY CITY.

Special to the Marine Record.

STEAMERS.

Metropolis,	Dove,
Westover,	Sea Gull,
E. T. Carrington,	Emerald,

PROPELLERS.

D. Leuty,	White & Friant,
Burlington,	Glasgow,
Music,	Ossifrage,
George T. Hope,	Nelson Mills,
B. W. Arnold,	J. C. Liken,
C. W. Liken,	Saginaw Valley,
Arundell,	Alexander Folsom,
Sanilac,	Island Belle,
Yosemite.	

TUGS.

Ella M. Smith,	S. S. Rummage,
Annie Moiles,	Sarah Smith,
O. W. Cheney,	Dixon,
Witch of the West,	Waldo Avery,
Harley,	T. M. Moore,
E. Haight,	C. C. McDonald,
Tempest,	Charles Lee,
James Hay,	C. B. Hull,
Temple Emery,	Challenge,
Cora K. D.,	Mina,
A. F. Bartlett,	Peter Smith.
Maud S.	

SCHOONERS.

Kingfisher,	Frank Perew,
Sheldon,	Laketon.

BARGES.

Montgomery,	Racine,
Antelope,	Amaranth,
William Crosthwaite,	Ketchum,
Sunshine,	Oneonta,
Nelson,	Favorite,
Commodore,	Rosius,
Wyandotte,	A. W. Wright,
Mariner,	Keating,
Keyes,	Bahama,
Jupiter,	G. H. Wand,
John Warner,	Wyoming,
T. G. Lester,	Midnight,
Mary Birckhead,	Fostoria,
Theodore Perry.	

EAST SAGINAW.

Special to the Marine Record.

STEAMERS.

W. R. Burt.

PROPELLERS.

Lucile,	Belle P. Cross,
Ida Burton.	

BARGES.

Dorcas Pendell,	Thomas Perry,
Sanilac,	Golden Harvest,
Sunbury,	Little Jake,
S. Clement,	G. K. Jackson,
Board of Trade,	R- Bottsford,
Transport,	B. B. Buckhout.
J. A. McDougall,	Star of the North,
E. F. Gould,	Joseph E. Sparrow,
C. H. Davis,	W. A. Hoag.

TUGS AND YACHTS.

Daisy Lee,	Laura Gibbs,
Tom Dowling,	Handy Boy,
Giant,	J. P. Logie,
A. W. Wright,	Nat Stickney,
O. W. Carkin,	Bessie M.,
Florence,	Robert Weideman,
Pickwick,	Laura M.
Charles P. Fish,	Frank Tracy,
Bernice B.,	F. H. Bruno,
Pilgrim,	Anna,
Willie Browne.	

MT. CLEMENS.

Special to the Marine Record.

STEAMERS.

Handy Boy,	Nellie,
J. S. Ruby,	Ida,
City of Mt. Clemens,	Florence.

SAULT STE MARIE.

Special to the Marine Record.

TUGS.

Mystic,	Niagara.

SCHOONERS.

Montcalm,	Montgomery,
Mont Blanc,	Montmorency.
Sparta.	

MARINE CITY.

Special to the Marine Record.

TUGS.

C. F. Curtis, Isabella Reid,
Fassett, N. C. Holland.
Kate Brainard, Troy.
Nellie Orton, H. D. Edwards,
W. A. Young, Dayton,
Roy, Robt. L. Fryer,
Sheldon A. Marvin, Marine City,
Boscobelle, Casey,
Maze, A. Gebhart,
St. Joe, C. N. Johnson,
O'Neal, Levi Rawson,
Wm. Raynor, Tutonia,
M. Sicken, C. L. Young,
C. W. Wells, Brake,
Reindeer, S. A. Irish,
Buckeye State, Lowell.

STEAMERS.

P. H. Birckhead, Tempest,
W. H. Gratwick, Bay City,
Wm. Cowie, D. F. Rose,
M. Sickon, Harry Cottrel,
Kate Buttironi, A. A. Turner,
Edward Smith.

SCHOONERS.

Alice Richards, Senator Blood,
H. D. Alverson.

PORT HURON.

Special to the Marine Record.

STEAMERS.

Jim Sheriffs, Ogemaw,
George King, Alpena,
City of Concord, United Empire,
C. F. Curtiss, Kittie Haight,
H. S. Hubbell, Hercules,
Ontario.

SCHOONERS AND BARGES.

Marengo, H. C. Richards,
Joseph Paige, C. H. Burton,
Jessie, J. I Case,
F. J. Dunford, A. C. Maxwell,
Unadilla, Saginaw,
B. W. Arnold, Middlesex,
Azore, Metamora,
Barbarian, L. L. Lamb.
Taylor, City of the Straits,
C. Crawford, D. Provost,
Lester.

TOLEDO.

Special to the Marine Record.

STEAMERS.

Chief Justice Waite, Mayflower,

PROPELLERS.

Morning Star, Germania,
Fred McBrier, Commerce,

BARGES.

Dolphin, M. Butman,
Agnes, Brooklyn,
H. C. Sprague, John Richie,
Galatea,

SCHOONERS.

Grace Murray, Typo,
W. H. Rounds.

SCOWS.

Adin, Emily and Eliza.

DREDGES.

Quickstep, George Sheldon,
Champion, Black Rock,
General Meade, No. 6.
Buckeye.

TUGS.

A. W. Colton, J. A. Crawford,
A. Andrews, Jr., Mary A. Green,
Joseph E. Spinney, William E. Rooney,
Syracuse, Farragut,
Len Birckhead, Thompson Bros.,
Alice, Maggie Ashton,
Empire, Bad Boy,
Belle, J. H. Stevens,
Oscar Folsom, M. M. Drake,
Edwin Eddy, May French,

SANDUSKY.

Special to the Marine Record.

STEAMERS.

Jay Cook, R. B. Hayes,
B. F. Ferris.

SCHOONERS.

C. B. Benton, Julia,
Emily, Venture,
Walbridge, Wend the Wave,
C. N. Ryan.

SCOWS.

Mary Ellen, Truax,
Dawn, Lone Star.

PROPELLERS.

Nebraska, Secor,
Bessie, Yesemite,
Red Jacket, Roland,
Norma, Mayflower,
Swain, D. Desault.

TUGS.

Cal Davis, J. W. Bennett,
Anna Robinson, Henry Douglass,
Mystic, Myrtle,
Mildred, Lafayette.

OWEN SOUND.

Special to the Marine Record.

STEAMSHIPS.

Athabasca, Alberta.

STEAMERS.

Francis Smith, City of Owen Sound,
Wm. Alderson, Meteor,
Champion, Rayfi'ld Gov't Survey,

STEAMBARGES.

City of Montreal, Kincardine,
Georgian, Africa.

STEAM YACHT.

Mocking Bird.

TUGS.

Dufferen, Norcross,
Siscowit, Clucus,
Huron, Cherokee.

SCHOONERS.

Niagara.

HURON.

Special to the Marine Record.

SCHOONERS.

J. B. Kitchen, Comrade,
Jura, Wawanosh.

ERIE.

Special to the Marine Record.

SCHOONERS.

William McGregor, P. B. Locke,
F. W. Gifford, Anna P. Grover.
Golden Age, John B. Merrill,
M. W. Page, Porter.

ASHTABULA HARBOR.

Special to the Marine Record.

PROPELLERS.

James H. Prentiss, W. B. Stafford.

SCHOONERS.

Monterey, Monticello,
George, Gos Hawk,
Mears, George,
James H. Prentice, Stafford.

TUGS AND DREDGES.

Red Cloud, Dragon,
Dexter, John Gordon,
Charles Henry, Penna Co.'s dredge,
P. Smith's dredge.

FAIRPORT.

Special to the Marine Record.

SCHOONERS.

Monguagon, Moonlight,
M. P. Barkalow, Three Brothers,
John Tibbitts, J. U. Porter,
Mariner.

SCOWS.

F. L. Jones,

TUGS.

George R. Paige.

ALEXANDRIA BAY.

Special to the Record Marine.

STEAMERS.

Lucille, Gen. G. B. Franklin,
Unah, Nina,
Clarence, Minnie,
R. P. Flower, Spry,
Rawson, Zadie E.,
Idle Hour, Edith,
Ione, Island Wanderer.
Sport, Olivia,
Mamie C., Wauwinet.

YACHTS.

Vision. Dashing Wave,
Augusta Smith.

ESCANABA.

Special to Marine Record.

PROPELLERS.

Oscar Townsend, Vienna,
Superior.

SCHOONERS.

Edward Kelley, John Kilderhouse,
Sumatra, Reed Case,
I. N. Foster, Negaunee,
Montana, Annie M. Peterson,
S. H. Foster, Leonard Hanna,
M. F. Merrick, Queen City,
S. L. Watson, David Stewart,
Narragansett, Nelson Bloom,
Plymouth.

THE ISLANDS.

Special to the Marine Record.

PROPELLERS.

Mary Pringle, Good Hit.

SCHOONERS.

Theodore Voges, Irene.
B. B. Icsman.

LORAIN.

Special to Marine Record

STEAMBARGES.

W. P. Thew.

SCHOONERS AND SCOWS.

Thomas Gawn, Gen. Franz Siegel,
J. R. Pelton, I. L. Quinby,
E. R. Williams.

The closing of the Straits and the Sault canal practically ends navigation. Last season the Sault was officially closed on the 3d of December, and this season on the 5th of December, although some casualties occurred after those dates.

It is said at the navy department that the recent order of the secretary of the navy directing the commandants of the navy yards to substitute mariners in place of watchman and ship keepers where it can be done to advantage, will result in the saving to the government of between $55,000 and $60,000 per annum, and the government property and vessels at the various yards and stations will be equally well protected. If the present condition of the marine corps would allow the substitution of marines for all the watchmen and ship keepers employed, an additional saving of over $25,000 would have been effected.

"Lewis' Marine Manual is a work which will meet a much felt want. Everyone owning or handling vessel property should possess a copy. The matter is well arranged, and all legal formalities and technicalities so thoroughly explained that anyone can understand them." A. R. GORDON, Lieut., Royal Navy.

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LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 14 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*8 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 NOON
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 23, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper and dining car daily on No. 10, leaving Cleveland at 12 noon; arrive Grand Central depot, New York, 7 30 a. m.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive.	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:40 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of ticket desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address B. F. HORNER, Gen'l Passenger Agent.

LEWIS WILLIAMS, General Manager, Cleveland, O.

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South, Texas, Mexico, California

VIA

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Collisions, Enrollments.
General Average. Common Carriers,
Duties of Seamen, Masters & Owners,

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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ESCANABA, MICH.—Wm. Godley.

SARNIA, ONT.—D. McMasters.

MATINE CITY, MICH.—McNiff & Son.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, DEC. 30.

PUBLISHER'S NOTICE.

WE desire to invite the attention of subscribers to the label address on their papers this week. It there is a blue pencil mark near it, it will signify that the term of subscription has expired. In all such cases we respectfully invite them to renew as soon as possible as the list will be revised the first and second weeks in January, and it will be presumed that those who do not renew inside of two weeks do not want the paper continued. Subscribers residing in Chicago can give notice of removal to Thos. Williams, at 9 West Randolph street, for convenience. It is hoped that all will renew promptly. If it is not convenient to remit now let us know if you desire to have the RECORD continued.

CONFUSION OF STEERING ORDERS.

Most people of ordinary intelligence would be apt to believe that there is but one understood set of rules prevailing on the lakes for the proper steering of a vessel. They would be very much mistaken, however. The navigation of the lakes has been very fearfully and wonderfully evolved from individual interests, some of which were more or less primitive while others bore at least the appearance of being influenced by progressive intents. The consequence is that there linger among the navigators prejudices and habits which would very much astonish the aforesaid people of ordinary intelligence. If they were told that in the United States army there existed words of command which would be misunderstood or misapplied in different regiments; that it would be possible, for instance, for a general of division to give in one regiment the order to right wheel, which would be properly carried out, and in another the same command with the result of the men promptly performing the movement of turning in the opposite direction—why, they would seriously doubt the statement, but at the same time would very properly say that, if the facts were as told to them, the rules for the performance of military maneuvers must have been drawn up by a set of idiots somewhere.

Well, we believe, that our army is at least all right with respect to the uniformity of words of command and their proper performance; but there is another service, of little less importance than the army, which is not so. And that exceptional service is the mercantile marine of the lakes. It is possible for a captain of a lake vessel to issue the order "hard-a port," and the wheel will be put down to port in good shape; but if he were on another ship, with a new wheelsman to deal with, and gave out the same order, down would go the wheel to the starboard side, and yet the wheelsman could plead that he had obeyed his orders properly, no matter what the resulting damage might be.

On some steamers the order to port the helm really means to put the vessel on the starboard tack; in others the order to put the wheel a-starboard really means to put the vessel on the port tack. This singular confusion of terms on the lakes arises from the different kinds of steering gear used by different vessels. In vessels of the schooner class the wheel turns in accordance with the order, while in some steamers the chains cross under the barrel of the wheel. This arrangement results in totally different effect upon the course in each class of vessels. Thus, if the captain of the schooner gave the order to port the helm the wheel would be put to port and the vessel would go to port; while the steamer captain's similar order would, by the crossing of the rudder chains, send the vessel to starboard. The lake hands on board ship are always changing, so that in an emergency a captain finds himself with a wheelsman who has a totally different idea from his about "porting" and "starboarding," and the result very probably is a collision, such as took place November last, between the Alaska and Oregon on the Detroit river.

The last number of the RECORD contained a communication from a correspondent in Chicago, who pointed out the danger and absurdity of allowing, on these crowded lakes, the order "starboard" and the order "port" to have totally different meanings on different steamers or vessels. It is impossible not to agree with him that the result of turning the wheel should be the same on all rudders, and that the government should, through its representative, the commissioner of navigation, issue orders to that effect. It is possible these orders would cause some expense to certain vessel owners; but that is not a consideration which should have any undue weight in a case where the safety of the life and property of one of the greatest mercantile marines in the world is concerned. The interest of the individual in this, as in other social concerns of mankind, must give way before the welfare of the majority, and the RECORD trusts that the new commissioner of navigation, Mr. C. B. Morton, will use his power to destroy the dangerous nuisance of having different steering gear employed with the result that when the wheel is turned the rudder moves one way in one ship and a totally different way in another, although the wheel was turned the same way in each ship.

HARBORS OF REFUGE AND THE DUTY OF GOVERNMENT.

Now that traffic on the lakes has closed for the season, vessel owners, practical seamen—in short, everybody who is interested in the welfare of the internal marine traffic of the country—will have a little more time to consider a good many ways by which that traffic, may be improved. We are glad to see that already correspondents of the MARINE RECORD are turning their attention to marine matters of great importance to owners, man and master, and making suggestions which may prove valuable to the department of government which takes charge of the legislation that affects the internal maritime trade.

For instance, our Sand Beach correspondent calls attention in this issue to the enormous value of harbors of refuge to lake vessels by citing the case of the harbor at that little place. During the season no fewer than 1304 crafts ran into it for shelter, thus helping to protect a trade represented by these vessels of nearly 400,000 tons. But the shelter of so valuable a tonnage in the harbor of refuge is by no means the most important light by which to view the value of such accommodations on the lakes. A glance at the statistics furnished by our correspondent will show that in the latter end of the season, when the fair weather was beginning to break, the harbor gave shelter to 553 vessels, and when the terrific gales of December began to blow, Harbor-master Wagstaff (who, by the way, seems to be doing first-rate work and giving satisfaction all around), was able to provide shelter for nine steamers and six sailing vessels and tows. These figures represent the saving of a great many lives, to say nothing whatever about the saving of property. If the harbor of Sand Beach had not been at hand in these last November and December days there would have been a good many more disasters to place to the credit of the year now dying out.

Every effort ought to be made by the war department at Washington to secure appropriations from congress for the construction of more harbors of refuge like that of Sand Beach. They are badly wanted in a dozen places on Superior, Michigan, Huron, Erie, and Ontario, and the incalculable value to the mercantile marine of those harbors of refuge that already exist, as is easily proved by their records, ought to leave congress no excuse for delaying appropriations for the construction of new harbors and the completion of those already begun but stopped for want of money.

Our Frankfort correspondent, in the last issue of the MARINE RECORD, pointed out the unfortunate situation in which Portage lake is left through somebody's fault in neglecting to make appropriations for the completion of harbor works which were started a long time ago and have had to be stopped for want of money. Mr. Burmeister believes, and apparently with good reason, that if the Portage harbor of refuge had been finished, as it should have been, long before the closing of this season, the tug A. P. Wright would not have been lost, and the terrible experiences of the crew would have been avoided. Again, the schooner Dewey, in the tow of the Wright, had a narrow escape when she broke away and drifted helplessly on the angry waters of Lake Michigan, and the death of Captain Flynn and his brother life savers, in their gallant attempt to save the schooner, must be laid at the official doors of congress which failed to make appropriations for the completion of the Portage lake harbor of refuge. Other disasters may be traced more or less directly to the non-completion of that absolutely necessary public work. The government's dilatoriness is all the more exasperating, when it is known that the cost of completing the harbor at Portage is annually lost through marine disasters there, while it would be saved to the country if the work were finished. By the disasters caused through its present condition the expense of a harbor at Portage has been lost many times over.

If the lake mercantile marine, taken as a body, were as thoroughly organized and represented at Washington as the railroad companies, plenty of appropriations could be gotten from congress in behalf of public works connected with their interests. But unfortunately no such discipline exists among the lake vessel owners, and while a railroad company could get a measure concerned with its interests rushed through congress in a few days, it would take as many years for the mercantile marine to move with sufficient energy to get their rights at Washington. What is the result? Only that the railroads are cutting right and left into the legitimate traffic of our magnificent lake system.

GOVERNMENT INSPECTOR OF SAIL VESSELS WANTED.

FRANKFORT, MICH., December 28.

Special Correspondence to the Marine Record.

When we pass along the shores of Lake Michigan and here and there see strewn parts of wreckage from the Menekaunee and Marinette, so rotten that it crumbles to a powder at one's touch, it shows what havoc the ravages of time make on vessels. These barges were built at Saugatuck, Mich., in 1873, where as Longfellow, in his Building of the Ship, says:

"Day by day the vessel grew
With timbers fashioned strong and true,
Stemson and keelson and sterson-knee,
Till, framed with perfect symmetry,
A skeleton ship rose up to view!
And around the bows, and along the side
The heavy hammers and mallets plied,
Till, after a week, at length
Loomed aloft the shadowy hulk."

At last they are finished, the people of the village have assembled at the shipyards to see the barges slide into their element, that same element which after a few years is to engulf them and their crews, spreading want and desolation in the homes of the widows and orphans of the lost sailors. At the word of command

"Loud and sudden there is heard,
All around them and below,
The sound of hammers, blow on blow,
Knocking away the shores and spurs
And see! She stirs!
She starts, she moves, she seems to feel
The thrill of life along her keel,
And, spurning with her foot the ground,
With one exulting, joyous bound,
She leaps into the water's arms!"

No doubt these craft were all they were intended to be, lumber luggers on the west shore of Lake Michigan. When behind a powerful tug that was always engaged in towing them, they could, on the approach of a storm, on a few hours' notice, seek safe shelter from the blasts. After outliving their usefulness in that trade, and getting along in years, they are put on the markets, no doubt the rotten planks nicely painted, and sold. Then, being placed in the Lake Huron and Chicago trade, they leave port on their last voyage, being overloaded, having twelve feet deck load of heavy timber; being caught in a gale on Lake Michigan, they act badly, steer wildly, have no buoyancy, they strain, spring aleak, break steering gear, dismast, break away from the tow and drift helplessly before the gale; the timber with which they are loaded helps them, in this case, to keep afloat. The tempest increases,

"The vast hulks
Are whirled like chaff upon the waves; the sails
Fly, rent like webs of gossamer; the masts
Are snapped asunder; downward from the decks,
Downward are flung, into the fathomless gulf,
Their cruel engines, and their sailors arrayed
In trappings of the ship, are whelmed
By whirlpools, or dashed dead upon the shore."

All dead except one, the brave Annis, seizes a board, springs into the boiling breakers, and escapes the threatened death.

We hope to soon see the day when the government will appoint an inspection board of sail vessels, and impartially examine their condition, and if found that they begin to decay and are unsafe, to condemn them. Shippers knowing this will refuse to load them; sailors will know the condition of the vessels, and owners will be forced to keep their vessels in ship-shape if they wish to secure cargo or crew.

How the lost barges Menekaunee or Marinette ever secured an insurance rating, and big insurance in the rotten condition their hulks were in, is a query with all mariners who have viewed their remains.

When the news of the disaster reached Oscoda, Mich., James Wyatt, whose son Willard was on board of the Menekaunee, requested Mr. Loud, owner of the wrecks, to look out for the body of his son. Loud telegraphed back to him that he had examined the body of the sailor buried in the sands on the beach and that it was not his son. Wyatt then wrote to the Frankfort correspondent of the MARINE RECORD, who promptly furnished him with a minute description of the unknown body, and he at once set out for Frankfort and found the body buried in the beautiful cemetery, in a nice coffin, by the citizens of Frankfort, and not dumped in a hole on the dreary beach, as Loud informed him. Further, he found it to be the body of his beloved boy and had it disinterred and taken to Oscoda for burial in the family plot. The young man had been known to Mr. Loud for years, and why he should tell the anxious old father that he had seen the body and that it was not Willard, seems strange, to say the least.

BURMEISTER.

SAND BEACH HARBOR OF REFUGE.

Special Correspondence of the Marine Record.

SAND BEACH, MICH., Dec. 23.

Thinking that a few words in regard to the harbor of refuge would be in order, I take the liberty of writing you a few lines. As is well known, the heavy storms of December 4 and 5, 1885, carried away nearly all the sea wall, and made a breach in the superstructure some 250 feet in length, and from one to five feet below the surface of the water. On the opening of navigation 1886, the engineer in charge of the work of construction started to rebuild the damaged portion, with two submarine divers and a small crew of men. Work was successfully prosecuted until June 30, when it was brought to a standstill owing to a lack of funds, congress having failed to appropriate the necessary money during the winter. After the river and harbor bill passed, in August, work was resumed and pushed forward with renewed energy, and the 10th of November found the breach repaired and a stronger and better protection wall along the newly repaired work than the old one.

This has been the briskest season for refugees in the history of this harbor, 1304 craft having been in for refuge this season, classified as follows:

	Strs.	Sail and tow.	Totals.
April	10	3	13
May	48	83	131
June	26	51	77
July	26	60	86
August	60	98	158
September	115	171	286
October	100	133	233
November	143	162	305
December	9	6	15
Total			1304
Tonnage,			370,986

The harbor has afforded shelter for all sizes and shapes of steam craft, from the steam yacht Wm. LaChapelle, of about two tons register, to the mammoth steamship Onoko, of two thousand tons register. Through the watchfulness and care of Harbor-master Wagstaff, this immense fleet was was taken care of without marring paint or breaking a rope yarn, and steamer captains have been heard to say that they will not run by in heavy weather any more, as they feel sure that Captain Robert will have a snug berth ready for them when they come in. The tug "Sand Beach," which came from Buffalo in October, adds to Captain Wagstaff's comfort and pleasure in the performance of his duties. She is a substantial steel tug, 46 feet over all, 10 feet beam, with two 6x8 engines and ample boiler power, and can run twelve miles per hour with ease.

The lighthouse has been running from April 1st till December 15.

SAND BEACH.

[*Around the Lakes Continued from 1st Page.*]

CHICAGO.

Special to the Marine Record.

Captain John Cowans, of the schooner Annie O. Hansen, arrived here on Friday, Christmas eve, from Manitowoc, where he left the schooner after she was pulled off near Two Rivers by the tug Gregory. Captain Cowans came along on the tug Gregory from Manitowoc to Milwaukee, thence by rail to Chicago. The captain and his crew experienced a very severe time while ashore at Two Rivers, from the frost and snow, although fortunately none of them were frostbitten.

Sam Donaldson, of the firm of Donaldson Bros., shipsmiths, Chicago, returned last Friday from Buffalo, where he had been to spend a week with his relatives and friends, to spend Christmas and New Year with his family and friends at home in Chicago.

At the Chicago Drydock Company's yard the steamship Cormorant went out of drydock Friday and was replaced by schooner Julia B. Merrill for a rebuild, and schooner Skylark for a new center board box and new keelsons. The schooner Cuyahoga went out of their other dock Friday and was replaced by the steambarge Hickox which will receive new frames forward and new ceiling; the schooner Naiad is receiving some repairs to her ceiling prior to loading.

Another tug named the Ruby has been added to our Chicago list. She arrived here from Saugatuck in tow of the tug J. W. Parmelee, Captain Dahlke, on Wednesday, the 22d. She left Saugatuck, where she had been built by Captain John Martel, Saturday, the 18th inst. She was towed by the Parmelee to South Haven, thence to St. Joseph, which port they left Tuesday evening, as the weather looked like hardening up. Some excellent pluck was shown by Captain Dahlke and his crew in attempting to cross the lake so late in the season. The new tug has been built for Bodenschatz & Earnshaw's stone company, and is 62 feet over all, 14 feet beam, 9 feet depth of hold. She will receive the machinery and boiler of the old tug Martin Green, which is nearly new, and will be put in A1 condition before being placed in her.

Miller Bros., shipbuilders, in accordance with their usual custom, made each of their employes the present of a fine turkey, to render more complete their enjoyments on Christmas day.

At Miller Bros.' Drydocks, the steamer City of Traverse is getting an extensive rebuild; the steamship Australasia and the schooner Golden Fleece are in dock waiting for the weather to moderate to enable them to get out. Four of the Dunham wrecking and towing company's tugs will take the place of the Australasia and will receive new wheels; the steambarge Annie Laura for new bottom planking and other repairs; the tug Munson, to have a leak stopped, will go into the dock now occupied by schooner Golden Fleece.

The schooner Orkney Lass was purchased at marshal' sale last week by Miller Bros., shipbuilders; consideration $200.

George A. Cameron, of the V. O. T. Company, accompanied by his wife and daughter, will spend the latter part of January upon his farm in Lisbon, D. T.

Seaman James Burke reported at the office of the seaman's union that he did not ship on the lost scow Helen, and that consequently he is still alive.

The invalids at the marine hospital enjoyed a Christmas dinner at the hands of Uncle Sam.

Captain D. C. Nelson, of the schooner Mary L. Higgie, lost two of his children last week by typhoid pneumonia. Another child is down with the same malady and is not expected to recover.

The Chicago Towing Company was organized Monday afternoon by electing the following to constitute the board of directors for the ensuing year: John A. Crawford, W. Walsh, A. G. Rowell, W. B. Dean, E. Van Dassol. Captain W. B. Harmon was chosen manager of the company.

Three charters were made Monday. They were all for flax seed to Buffalo, and the rate was 6 cents. Schooners Mary L. Higgie, 22,000 bushels; schooner Naiad, 22,000 bushels; schooner James Mowatt, 35,000 bushels; total capacity, 79,000. The Higgie and Mowatt will at once begin to load at the Empire warehouse.

Captain J. W. Minskey will command S. Cobb's steambarge Annie Laura next season.

Messrs. Gjeston & Swinson, sail makers, 210 to 216 South Water street, have stowed away 45 suits of schooner's sails and gear in their lofts, for winter care and repairs. They will commence work on several new suits, which they have received orders for, as soon as the holidays are over.

A general meeting of the tug engineer and firemen's association will be held Monda next, January 3d, at 200 South Water street.

The grand brotherhood of lake marine engineers held a meeting at 200 South Water street, Tuesday evening, 28th December Several new members were initiated, and the affairs of the brotherhood looked very promising. They will hold their next meeting January 4th, when the election of officers for the coming season will be made.

At the annual meeting of the marine engineers' beneficial association, No 4, of Chicago, held Tuesday night last at No. 208 LaSalle street, the following officers were elected: President, Martin Stroder: vice president, Thomas Corrigan; treasurer, James Donley; recording secretary, J. J. O'Connor; financial secretary, D. W. Wise; corresponding secretary, M. G. Canfield; chaplain, William Pinkham; conductor, N. L. Crawford; door keeper, Edward Morris. The delegates elected to attend the national convention, which will be held in New York, January 10th, 1887, were Martin Stroder and T. Dowd.

The city authorities have accepted the contract of the owners of the tug Monitor, of $400 per month for three and one-half months, to do the work of keeping the gates free from ice at the water works crib, thereby preventing a stoppage of the water supply of our great city. Whether the city authorities have done right in accepting the lowest tender of tug owners and employing a second class tug to do their work at the crib remains to be proved, but your correspondent is of opinion that if the cold weather of the last few days continues to strengthen, our city will be in the same dilemma as the city of Cleveland was not long ago, without a supply of water, which if it lasted only a few hours would cause tremendous expense and inconvenience to our great city. WILLIAMS.

CLAYTON.

Special to the Marine Record.

The propeller Nipigon, of Montreal, was burned to the water's edge on the night of December 21. She had but recently been brought to this port for the winter, after having been pulled off Salmon Point, Lake Ontario, where she was nearly wrecked in one of the late blows. The fire is supposed to have started from a stove in the cabin. We understand there is no insurance. The captain and mate were in charge of the vessel. They were on her and had a fire in the stove in the cabin. Towards evening they left the boat to go to the village, and during their absence she took fire. The flames were discovered about 7 p. m., but at that time they had made too much progress to be extinguished. She will probably be rebuilt here this winter. She was built in 1873 in Canada, and if there is no insurance the loss will be nearly $25,000. C. M. M.

FRANKFORT.

Special to the Marine Record.

Tug John Smith will leave for Manistee this week, where she will be rebuilt this winter. She will be raised two planks higher and have her stern widened out, Captain Thomas Ruddeck will personally oversee the work. He says their season's catch was 116,000 pounds of lake fish.

Tug Hannah Sullivan, Captain Mulhagen, left Thursday for St Joseph to go into winter quarters. Tug L. G. Rawson is also laid up.

W. W. Woodward, with his steam scow and tug Slyfield, has recovered the anchors and chains of the Menekaunee, and brought them into port.

The small steamer Hattie Winter, en route from Traverse Bay to Saugatuck, is sheltered. She resembles a floating ice cake. The propeller Sanford is sheltered at Manistee, destined to Frankfort.

The new life saving station is completed, and ready to be turned over to the department by the contractors. Captain Thomas E. Matthews, who has been keeper of Point Betsy station for the past ten years, a veteran in the service, and so faithful in the discharge of his duties that his station ranked high with the department, has been appointed keeper of the new station. Captain H. Miller, of Beaver island, will command Point Betsy station next season.

The shipwrecked crew of the Annie O. Hanson have arrived home again. The vessel was released by the steambarge Grace Williams, and tug Gregory and towed to Manitowoc. BURMEISTER.

PORT HURON.

It is rumored that the G. T. R. contemplates running a track across the upper portion of Sarnia bay to connect with the southern division track. If this is done it will necessitate the commencement of filling up the north end of the bay.

Captain John S. Botsford, has gone to California.

MILWAUKEE.

Special to the Marine Record.

Mr James Scholes, of S. F. Hodge & Co.'s Riverside iron works, Detroit, arrived here on the 23d, to figure on building an engine for Wolf & Davidson's mammoth, the keel for which will be laid as soon as the Roswell P. Flower is launched. The frames for the new mammoth are now being sawed out, and she will be pushed to completion as rapidly as possible. Her dimensions will be: Length of keel, 325 ft; beam, 41 ft. She will be diagonally steel-strapped and steel-arched, diagonal straps 5½ inches in width by ⅝ inches thick, parallel straps 22x¾. Her engines will be triple-expansion, of the following dimensions: High-pressure cylinder, 20-in. bore by 42 in. stroke, and 32-in. bore by 42 in. stroke; low pressure cylinder, 54-in. bore and 42-in. stroke, with a working pressure of 150 lbs. of steam. Two Scotch boilers, 10½ft diameter by 11½ ft in length, will be put in. She will have all the latest improvements, including steam steering gear, steam windlasses, capstains, and electric lights.

Hodge & Co. have also just closed a contract to furnish Graham & Co., of Benton Harbor, Mich., with fore-and-aft compound engine, high pressure cylinder, 22 bore by 30 stroke, low pressure cylinder 42 bore and 30 stroke, with a working pressure of 125 lbs steam; steam reverse gear and all modern improvements.

This engine will be placed in a new hull now being built, and intended to run in the excursion business between Chicago and St Joseph. The engine is guaranteed to give the boat a speed of twenty miles an hour. Mr Scholes states that at the present time Hodge & Co. have in process of construction two triple expansion engines, four fore-and-aft compound engines, and are compounding seven old engines steeple style, and have several contracts in view.

At Wolf & Davidson's shipyard the repairs consist of the following items: The steamer Dean Richmond was in drydock last week for recalking and general repairs. Her arches were strengthened with steel plates 15x⅝ inches, full length on both sides of the arches, bolted through. Her hull was also sheathed with steel for her winter's work between this port and Grand Haven. Her place in drydock was taken by the steamer D. W. Rust and tug John Gregory for general repairs. The steamer Maggie Marshall, recently ashore at Manistee, is in the boxes. She will receive steel arches 16 inches wide by ⅝ inch thick fore and aft inside the hull, and other repairs, which I will report later.

Captain E. F. Thorp, the lightning wrecking artist, has closed a very successful season's work. The Leviathan has surpassed all record by releasing every vessel that she has been called upon to assist this season. She has done her work speedily and well and has had no breakdowns or mishaps while working at wrecks. She will receive an entire rebuild this winter, and be lengthened 15 feet. She will also be furnished with an electric light for night work.

Wolf & Davidson had a new deck laid in the office last week and held an impromptu reception, at which Captains Thompson, Humphrey, Lund and Butler danced a French four, Steve Smith, W. & D's knight of the quill, and Louie Bleyer, marine reporter for the Evening Wisconsin, executed a double clog in great style, after which Mr. Wolf opened several kegs of spikes. The music was furnished by Polar Julius and a fog horn. Speaking of Louie Bleyer calls to mind the fact that the marine column of the aforesaid Evening Wisconsin presents a decidedly improved appearance since Louie has taken a trick at that part of the wheel, and I know from facts that have come under my personal observation that the subscription list has also been considerably benefited thereby. We have felt the want of a first-class marine column tor some time. Now we have it, and if I steal some of Louie's thunder occasionally when I am in a hurry to furnish an item for the RECORD, I hope he will forgive me. CAPTAIN KIDD.

ALPENA.

Special to the Marine Record.

The following vessels are in winter quarters at this port: Steambarge Garden City, Captain Alva Shaver; steamer Golden Eagle Captain Persons; tugs Alanson Sumner, Captain C. A. Richardson; Effie L., Captain Thomas Lillis; Ralph, Captain F. W. Gilchrist; G. W. Westcott, Captain G. R. House; Wayne Isabel, Captain Purdy; G. A. Fisher, Captain Furguson; Grayling, Captain D. Lincoln; Angler, Captain Busha; Fisherman, Captain Garwan; and Seawing. Barges, Michigan, Captain Thomas Stevens; Sam Flint, Captain Foster; Edward Harmon, Captain Wm. Fowls; Light Guard, H.G.Hamilton; Charles Hinkley, Captain H. Morley: Russian, Captain James Hamilton; schooner Lambert, Captain Trudo; scow Buena Vista.

There is a great deal of work going on here this winter at Gilchrist's shipyard. The Charles Hinkley is getting all new decks and deck frames; the big Michigan is to be calked all outside; the tug Westcott is having her boiler repaired and a cabin; the tug Effie L. will get a new cabin; the tug Ralph is to have a new fire box put into boiler; tug Seawing is having considerable work done to her hull and boiler; the tug Alanson Sumner is having her two boilers taken out. They will be replaced by a new Scotch boiler, 12x12. F. W. Gilchrist intends making her one of the finest and best tugs on fresh water. C.

ERIE.

Special to the Marine Record.

Supplementary to the fleet elsewhere we add others laid up at Erie: Anchor line—Propellers Juniata, Clarion, Wissahickon; barge Allegheny.

Steambarges—Minneapolis, Folsom.

KINGSTON.

The steamer John Thorn was brought to Kingston last week by the steamer Pierrepont. Considerable trouble was experienced in getting the Thorn out of the lower bay on account of the ice. The upper works on the Thorn have been remodeled and greatly improved. She will have some heavy forging done during the winter.

The fine freight and passenger steamer Ida has been sold by Captain Garrett to Messrs. James Williamson and Mr. William McCarney, the present popular purser of that boat. Captain Garrett intends to devote his attention to the navigation of the St. Lawrence and lakes, for which purpose he is now building a beautiful new pleasure boat at Kingston.

STEAMSHIPS AND BARGES BURNED.

A dispatch from Cairo, Illinois, on the 28th, reports the destruction by fire of the Mississippi Valley Transportation steamer R. S. Hayes and four barges, and the Anchor line steamer City of Natchez, while lying at the bank. The fire is supposed to have originated in the aft cabin of the steamer Hayes, soon enveloping the whole boat, burning her to the water's edge. The fire spread to the City of Natchez, lying just below the Hayes, and in a few moments she, too, was a mass of flames. Four barges alongside of the Hayes, loaded with cotton, soda ash, and sundries, also took fire and were completely destroyed. Nothing but the wrecks of the burned hulls remains. The City of Natchez was built at Jeffersonville three years ago, and was valued at $100,000. She was one of the finest boats on the Mississippi. The Hayes was built by the Valley Company abont five years ago, and valued at about $50,000. The loss of barges and contents will reach about a million dollars. The insurance is not known at present. A strong north-west wind at the time of the fire held the boats to the bank and prevented tugs from saving the fleet. Two barges lying on the outside of the burned boats were cut loose and towed to a safer harbor by tugs. The burning hulls were towed to the other side of the river and beached.

Captain George H. Rea, one of the oldest steamboat men in the west and for several years president of the Mississippi Transportation Company, died at St. Louis Saturday, aged 70.

The exports of merchandise from the United States during the twelve months ended November 30th were valued at $705,320,337, against $702,190,541. The imports of merchandise were valued at $577,828,146 against $659,318,637 for the same period last year.

The question has arisen as to what department of the government is properly charged with the care and custody of the Bartholdi statue of Liberty. The president now has the matter under consideration. It is likely that while the lighthouse board will continue to superintend the illumination of the statue, the structure itself will be turned over to the charge of the war department.

H. G Trout, of Buffalo, has received an order for propeller wheel from Captain Jos. Jenks, of New York City, for the steamer Sarah A. Jenks. He has also received an order for wheel from Philadelphia for the steamer Whildin, belonging to the Baltimore and Philadelphia Steamboat Company, which is the second boat of the line he has made wheels for. He also recently shipped two wheels to Mobile, Ala.

Captain D. P. Dobbins, went to Washington Tuesday.

THE WRECK REPORT.

In closing volume VIII of the MARINE RECORD, we lay before our readers a comprehensive table of lake disasters during the season of navigation. While the number of casualities to vessels has not been so great as last year the loss of life has been greater. Fifty-eight hulls have passed out of existence, approximating 30,000 tons, involving a money loss of about $1,000,000. The lost tonnage includes thirteen steam propelled vessels and forty-five schooners and barges. The list of partial losses, some of which are not given, will swell the total to $1,500,000. Much of this property was not insured, some owners thinking it cheaper to stand a loss occasionally than to pay the premiums asked by the underwriters, while others were debarred from the benefits of insurance by the rating of their vessels. As usual, the Straits of Mackinac and vicinity have been the scene of many disasters, and a report just completed shows that fifty vessels have met with disaster in that locality, with damages amounting to $55,000, including three total losses. The amount expended for their release is over $43,000. Minor mishaps and repairs not entered in the report, if computed, would swell the sum to $100,000. The casualties to shipping at the Straits involved the loss of four lives during the season. The total loss of life on the lakes aggregates 138. The loss of life last season was 85. This increase in loss of life over previous seasons is not due to any inefficiency in the system of the life saving service, but to the fact that so many of the disasters occurred in mid lake or in isolated places, out of reach of life saving crews. This fact should be noted by the department and recommendations made to congress for more stations on the lakes.

Another prolific cause of disaster is the fact that we have but few harbors of refuge for vessels to run into during a gale. A report from the harbor of refuge at Sand Beach, printed elsewhere in this issue, shows its value to commerce, inasmuch as 1304 vessels of all classes and sizes sought shelter there

In the table following a * signifies that there was no insurance on the hull, and a † that the vessel has not been released from the beach. The money loss is estimated, and represents both hull and cargo.

Table of Total Losses.

Date.	Rig.	Vessel.	Tons.	Owner.	When Built	Where Wrecked.	Nature.	Lives Lost.	Pecuniary Loss.
April 1	Barge	Star of Hope	267	Pickle	1884	Point Pelee	Ashore		$ *5,000
July 6	Prop	Oconto	447	Colwell	1872	St. Lawrence	Sunk		95,000
July 8	Prop	Milwaukee	192	Howard & L	1866	Lake Michigan	Sunk		*8,000
July 14	Schr	Hercules	80		1854	Lake Michigan	Capsized		*2,000
July 18	Schr	Coaster	85	Nelson	1867	Chicago	Ashore		*1,000
August 27	Prop	A. Booth	26	A. Booth	1882	Lake Superior	Sunk		17,200
Sept. 1	Schr	H. Carr	107	Carr	1867	Port Colborne	Sunk		*4,000
Sept. 2	Schr	J. F. Tracy	161	Smith	1855	Beaver Island	Ashore		*2,000
Sept. 9	Stnr	Gen. Wolseley				Georgian Bay	Burned		6,500
Sept. 15	Schr	F. J. King	266	Dunham	1867	Lake Michigan	Sunk		13,000
Sept. 30	Schr	John Bean	149	Dall	1867	Muskegon	Ashore		*2,000
Oct. 14	Schr	G. M. Case	327	McDonald	1874	Lake Erie	Sunk	3	17,000
Oct. 14	Schr	Nevada	303	Martin	1867	Fairport	Ashore		12,000
Oct. 14	Schr	Belle Mitchell	304	Barker	1874	Lake Erie	Sunk	8	29,000
Oct. 14	Schr	O. M. Bond	299	Lafevre	1873	Rondeau	Ashore	2	29,000
Oct. 14	Prop	S. Chamberlain	964	Bradley	1873	Lake Michigan	Sunk	5	*65,000
Oct. 15	Schr	John Bentley	518	Hall	1872	Georgian Bay	Ashore		*13,500
Oct. 19	Stmr	Lizzie Sutton	23		1876	Lake Superior	Burned		2,600
Oct. 20	Schr	Eureka	314	Whitney	1872	Lake Superior	Sunk	8	*10,000
Oct. 20	Schr	E. W. Rathbun	200	Lee	186	Goderich	Ashore		4,500
Oct. 21	Prop	W. L. Brown	225	Brown	188	Green Bay	Sunk		24,500
Oct. 23	Schr	S. J. Tilden	582	Bradley	186	St. Clair River	Sunk		*23,000
Oct. 23	Prop	A. Neff	128	Mitchell	1872	Edward Island	Ashore		*7,600
Oct. 24	Prop	William Rudolph	209	Van Akin	1880	Lake St. Clair	Burned		28,000
Oct. 24	Schr	Lady Dufferin	380	Lyon	1872	Georgian Bay	Sunk		10,000
Nov. 2	Prop	Myles	777	Myles	1882	Kingston	Sunk		*97,000
Nov. 5	Schr	M. Stalker	255	Pelton	1863	Straits	Sunk		*10,000
Nov. 5	Schr	Sea Star	95	Fellows	1855	Clay Banks	Ashore		*3,000
Nov. 5	Schr	Detroit	300	Murphy	1872	Lake Michigan	Sunk		15,000
Nov. 5	Schr	City of Sheboygan	246		1871	Detour	Sunk	1	9,000
Nov. 6	Schr	Ellen Spry	518	Keith	1873	Lake Michigan	Sunk		28,000
Nov. 7	Schr	Lafrienier	395	Beaker	1862	Hog Island	Ashore		15,000
Nov. 12	Prop	Northerner	1,038	Nicoll	1876	Kelley's Island	Burned		95,000
Nov. 17	Barge	Dickenson	371	Blanchar l.	1855	Kewaunee	Ashore	3	*7,000
Nov. 17	Barge	Emerald	272	Blanchard	1869	Kewaunee	Ashore	5	*8,500
Nov. 17	Schr	Florida	299	Gilchrist	1868	Marquette	Ashore	1	11,000
Nov. 18	Schr	Lucerne	692	Corrigan	1873	Lake Superior	Sunk	10	33,000
Nov. 18	Schr	Helen	113	VonThaden	1874	Muskegon	Sunk	7	*2,000
Nov. 18	Schr	South Haven	114	Harris	1867	Muskegon	Ashore		*2,000
Nov. 18	Schr	Pathfinder	603	Pauley	1869	Two Rivers	Ashore		27,000
Nov. 18	Barge	Menekaunee	480	O.S.& L.Co.	1873	Frankfort	Ashore	7	23,000
Nov. 18	Barge	Marinette	559	O.S.& L.Co.	1873	Frankfort	Ashore	7	24,000
Nov. 18	Schr	Mary	109	Conlin	1877	Rondeau	Ashore		4,000
Nov. 18	Schr	Ida Walker	217	Allan	1867	Brighton	Ashore		8,500
Nov. 18	Schr	Queen of the Lakes	347	Conger	1858	Brighton	Ashore		9,500
Nov. 18	Schr	L. J. Conway	86	Smith	1873	Whitehall	Ashore	5	*5,000
Nov. 18	Schr	Milwaukee Belle	231	Powers	1854	Beaver Island	Ashore		*3,000
Nov. 18	Schr	J. C. Woodruff	369	Stover	1866	Georgian Bay	Ashore		11,500
Nov. 22	Schr	Belle Walbridge	257	Charnley	1857	Sheboygan	Ashore		*4,700
Nov. 26	Schr	Republic	299	Merrick	1854	Grand Island	Ashore		9,000
Nov. 26	Schr	North Star	215	Matthews	1855	Lake Ontario	Sunk		7,000
Nov. 26	Schr	Metropolis	234	Corbett	1857	Old Mission	Ashore		12,000
Nov. 28	Schr	Camanche	306	Quonce	1867	Sackett's Harbor	Ashore	1	16,000
Nov. 28	Schr	Forest Queen	167	Nickle	1853	Indian Point	Ashore		2,000
Nov. 29	Tug	A. P. Wright	29	Sands	1877	Manistee	Ashore		8,000
Dec. 1	Barge	Matilda	299	Mason	1863	Lake Huron	Sunk		8,000
Dec. 2	Schr	Ariadne	172	Ure	186	Mexico Bay	Ashore	4	7,000

Table of Partial Losses.

Date.	Rig.	Vessel.	Tons.	Owner.	When built.	What lake.	Nature.	Pecuniary loss.
April 1	Barge	Vanetta	152	Donley	1862	Erie	Ashore	$ *4,000
April 15	Prop	Africa	386	Patterson	1872	Georgian Bay	Fire	11,000
April 23	Prop	H. E. Packer	963	L. V. T. Co	1882	Straits	Disabled	2,500
April 23	Schr	Sweetheart	512	Woodruff	1867	Straits	Ashore	2,000
April 25	Schr	J. Kelderhouse	476	Gardner	1879	Straits	Ashore	2,500
May 7	Schr	L. J. Conway	86	Smith	1873	Michigan	Dismasted	*1,300
May 17	Barge	Davis	328	Wright	1881	St. Clair River	Collision	1,800
May 20	Schr	Lafrienier	395	Becker	1862	Michigan	Ashore	1,400
May 25	Schr	Hartford	307	Brown	1873	Huron	Ashore	1,200
June 2	Prop	Swallow	203	Crippan	1873	Michigan	Waterloged	2,500
June 3	Schr	T. P. Sheldon	636	Webb	1871	Sault River	Sunk	9,000
June 3	Prop	Russia	1,335	Ash	1872	Sault River	Collision	1,500
June 4	Schr	F. B. Gardner	382	Connelly	1855	Ontario	Ashore	1,200
June 18	Schr	David Vance	736	Vance	1874	Erie	Sunk	3,500
June 22	Schr	Snowdrop	190	Smith	1853	Straits	Ashore	*1,300
June 23	Schr	H. Tabor	255	Tabor	1867	Michigan	Ashore	1,000
June 24	Tug	Hercules	32	Mills	1866	Detroit River	Fire	1,000
June 30	Schr	O M. Bond	299	Lafevre	1873	Ontario	Sunk	8,000
July 5	Schr	America	258	Davidson	1847	Michigan	Ashore	9,000
July 25	Prop	Butcher Boy		Mitchell		Superior	Fire	4,000
Aug 1	Stmr	Passport	407	R. & O. N. Co	1847	St. Lawrence	Sunk	10,000
Aug. 2	Schr	Kate Kelley	267	Goble	1867	Ontario	Leak	6,000
Aug. 10	Schr	J. D. Sawyer	605	Watson	1871	Straits	Ashore	1,200
Aug. 17	Prop	E E. Thompson	157	Cobb	1875	Michigan	Waterloged	1,000
Aug. 20	Barge	Gibraltar	386	Norris	1853	Ontario	Leak	2,700
Aug. 23	Schr	Michigan	978	Pridgeon	1874	Huron	Sunk	2,300
Aug. 27	Prop	Clyde	1,158	L. V. T. Co	1881	Superior	Ashore	3,000
Aug. 30	Prop	Oceanica	1,242	L. V. T. Co	1881	Michigan	Disabled	3,000
Sept. 1	Prop	J. S. Fay	1,110	Bradley	1871	Erie	Fire	5,000
Sept. 13	Schr	L. A. Simpson	216	Filer	1875	Michigan	Dismasted	1,300
Sept. 16	Schr	Severn	454	May	1872	Ontario	Leak	11,000
Sept. 23	Prop	Jay Gould	837	Leopold & A	1869	Straits	Ashore	1,500
Sept. 30	Schr	S. Minch	604	Minch	1873	Superior	Ashore	1,200
Sept. 30	Schr	Reindeer	290	Merrick	1870	Erie	Sunk	1,200
Sept. 30	Schr	C. G. Mixer	279	Hitchcock	1867	Huron	Waterlogge	1,000
Oct. 14	Schr	Newsboy	393	Trumbell	1862	Erie	Disabled	2,200
Oct. 15	Schr	C. O. D.	274	Kirby	1873	Huron	Disabled	2,300
Oct. 19	Schr	Manitowoc	479	Lane	1868	Straits	Ashore	1,400
Oct. 19	Schr	L. Hanna	660	Hanna	1872	Superior	Dismasted	3,500
Oct. 20	Barge	Saginaw	296	Little	1850	Huron	Collision	2,500
Oct. 20	Schr	York State	288	Skeel	1857	Georgian Bay	Ashore	11,500
Oct. 21	Prop	Osceola	787	Ward	1882	Superior	Fire	20,000
Oct. 25	Stmr	Idlewild	233	D. & C. S. N. Co	1879	St. Clair	Collision	1,100
Nov. 5	Schr	Ironton	742	N. R. T. Co	1873	Superior	Ashore	2,500
Nov. 5	Prop	Bessemer	440	Spencer	1875	Superior	Disabled	8,500
Nov. 7	Prop	D. W. Powers	244	Smith	1871	Erie	Disabled	3,500
Nov. 13	Schr	Buell	192	Hall & Co	1857	Ontario	Ashore	1,500
Nov. 13	Schr	Speedwell	276	Haggerty	1874	Ontario	Ashore	1,000
Nov. 13	Schr	Bolivia	353	Hall & Co	1874	Ontario	Ashore	1,800
Nov. 13	Schr	Snow Bird	90	Beard	1862	Ontario	Ashore	*1,000
Nov. 14	Prop	Belle Wilson	120	Collier	1881	Ontario	Ashore	2,000
Nov. 16	Schr	P. S. Marsh	543	Gilchrist	1867	Straits	Ashore	3,000
Nov. 16	Barge	C. Hinckley	309	Gilchrist	1862	Huron	Ashore	1,000
Nov. 16	Schr	H. Bissell	472	Murphy	1866	Straits	Ashore	3,500
Nov. 17	Schr	C. B. Jones	472	Lane	1873	Straits	Leak	2,000
Nov. 17	Schr	Cuyahoga	249	Johnson	1855	Michigan	Ashore	*1,500
Nov. 17	Schr	T. P. Sheldon	396	Webb	1871	Huron	Ashore	3,500
Nov. 18	Prop	R. Wallace	905	Wallace	1882	Superior	Ashore	65,000
Nov. 18	Schr	D. Wallace	1,035	Wallace	1884	Superior	Ashore	45,000
Nov. 18	Schr	Star of the North	203	Shaw	1854	Huron	Sunk	*1,200
Nov. 18	Prop	City of New York	210	Boden	1863	Huron	Ashore	10,000
Nov. 18	Schr	William Jones	146	Dall	1853	Michigan	Ashore	*†1,500
Nov. 18	Schr	Unadilla	376	Whitaker	1862	Straits	Ashore	2,500
Nov. 18	Schr	Dauntless	209	Smith	1874	Erie	Ashore	*1,500
Nov. 18	Prop	Coral	127	Tiffin	1870	Erie	Ashore	*1,000
Nov. 18	Schr	Chris Grover	126	Oelrich	1878	Michigan	Ashore	*†1,500
Nov. 18	Schr	L. Nau	220	Johnson	1867	Michigan	Ashore	*1,500
Nov. 18	Prop	Ohio	851	Estes	1875	Erie	On rocks	5,000
Nov. 19	Schr	Morning Star	195	Elliott	1868	Michigan	Ashore	1,800
Nov. 21	Prop	Colin Campbell	280	Cochrane	1869	Michigan	Disabled	2,000
Nov. 22	Schr	M. McRae	379	Graham	1872	Erie	Ashore	1,200
Nov. 24	Prop	H. J. Jewett	1,722	U. S. B. Co	1882	Michigan	Disabled	5,000
Nov. 26	Schr	J. F. Joy	554	Christie	1866	Huron	Ashore	1,200
Nov. 27	Prop	Oregon	364	Kelderhouse	1882	Detroit R	Collision	15,000
Nov. 27	Stmr	Alaska	361	Clark	1878	Detroit R	Collision	4,000
Dec. 1	Prop	M. Marshall	279	Sands	1873	Michigan	Ashore	3,000
Dec. 1	Schr	Arundell	199	Sands	1873	Michigan	Ashore	1,500
Dec. 1	Prop	Nipigon	385	Conlin	1873	Ontario	Ashore	3,000
Dec. 2	Schr	G. W. Davis	284	Moore & B	1872	Huron	Ashore	†3,000
Dec. 2	Prop	S. F. Hodge	466	Ward	1881	Collision	Collision	2,500

MARITIME LAW.

TOWAGE—COMPENSATION—VESSEL AGROUND. *District Court, E. D. Michigan. Feb. 15, 1886.*

Where a vessel in process of loading was driven ashore and damaged, and the owner of the cargo demanded a return of the property shipped by him, offering to pay the expense of unloading, but the master refused this, and employed a tug to haul the vessel off and tow her to a place of safety, held, the master had no power to bind the cargo, and the owner of the tug must look to the vessel alone for his compensation.

This was a libel against the scow Eugene Vesta and her cargo, to recover for the services of the tug International in rescuing the scow and her cargo from being wrecked on the shore of Lake Erie at the port of Tyrconnell during the month of August, 1885. The services were rendered at the instance of the master of the scow. The scow was loading wood for transportation to Detroit, and had taken on board about 80 cords, or two-thirds of a load, when a storm arose, which rendered it necessary to stop loading. The storm increasing, the vessel began to drag her anchor; and the master, fearing that if she drifted ashore she would be lost, voluntarily beached her not far from the dock, after throwing overboard some 15 or 20 cords of wood. The vessel suffered some damage from the stranding; and, as there were no means of getting her off the beach, the master telegraphed the owner, who sent the tug International, owned by the libelant, and the lighter Benedict, together with a steam pump, to effect her rescue. The tug and lighter, with the steam pump, left Windsor about noon of August 23d, but, meeting with heavy weather, were obliged to lie over at Port Stanley, and did not reach the wreck until the evening of the day following their departure from Windsor. Arriving at the place of stranding, the tug pulled the scow off without much difficulty, and brought her to Trenton with 60 or 65 cords of wood on board. The value of the vessel as she lay stranded upon the beach was estimated at from $600 to $900, and the value of the wood at the place of loading was three dollars to three and a half per cord. There was testimony tending to show that the wood had depreciated by the waterlogging of the vessel. The wrecking expedition arrived at Trenton in safety, but was detained over night, and did not reach Detroit until about noon of the next day. No tender was made to the libelant on behalf of the vessel or cargo, and no payment made for the services of the tug, lighter, or steam pump. No appearance was entered on behalf of the scow or owner. The owner of the cargo appeared, and filed an answer denying that the libelant had any claim or lien against the cargo. It appeared that while the scow was aground at Tyrconnell, and before the arrival of the tug, the claimant of the cargo demanded the return of the wood remaining on board, and offered to unload it himself without expense to the vessel or to the master. The evidence shows that this could have been done at a very trifling expense, but the master declined to allow the claimant to take off the wood, because as he said in his disposition, it might imperil the vessel. There was practically no dispute as to these facts, but the claimant and master testifying to substantially the same thing. It appeared that, after the wood was unloaded in Detroit at the dock, the consignees paid the scow upwards of $80 for freight, and for extra expenses claimed by the master on account of the services of the tug. At the time of this payment, the consignees had no notice that the libelant would make any claim against the cargo, and they received the cargo, and settled with the master, without notice of libelant's claim.

Brown, J.

The real question in this is whether the owner of the wood had the right, after the vessel had gone ashore at Tyrconnell, and before she had broken ground upon her voyage, to demand the return of the wood upon payment of the expenses, or whether the lien of the master had attached to the cargo, so that he had a right to bring it to Detroit, and compel it to contribute to the general average occasioned by the stranding. There can be no doubt there is an implied warranty on the part of the carrier that his vessel shall be seaworthy, not only when she begins to take cargo on board, but when she breaks ground for the voyage. The theory of the law is that the implied warranty of seaworthiness shall protect the owner of the cargo until his policy of insurance commences to run; and, as it is well settled that the risk under the policy attaches only from the time the vessel breaks ground, this is fixed as the point up to which the warranty of seaworthiness extends. The case Cohn v. Davidson, 2 Q. B. Div. 455, is a recent and instructive authority, upon this point, and lays down a principle of general application. In this case the owners of a vessel chartered her to carry a cargo of cement from Sunderland to Dundee. After starting the vessel became leaky; but, the wind being fair for the voyage, the captain resolved to go on, and the vessel sank, with her cargo on board, before reaching her port of destination. It appeared that the ship was not in fact seaworthy at the time she set sail, and that, as she was found to be seaworthy when she commenced taking cargo she must have received the damage in the course of loading. In delivering the opinion of the court, Mr. Justice Field observed that 'no degree of seaworthiness for the voyage at any time anterior to the commencement of the risk will be of any avail to the assured unless that seaworthiness existed at the time of sailing from the port of loading. As, therefore, the merchant, in a case like the present, would not be entitled to recover against his underwriters by reason of the breach of warranty in sailing in an unseaworthy ship, it would follow that, if the warranty to be implied on the part of the shipowner is to be exhausted by his having the ship seaworthy at an anterior period, the merchant would loose that complete indemnity, by reason of the two contracts being taken together, which it is the universal habit and practice of mercantile men to endeavor to secure.' The defendant was held liable for the value of the cargo lost.

In the case under consideration it is clear that if the owner had insured this cargo to Detroit the policy would not attach until the ship had broken ground for the voyage, and therefore, from the time the cargo began to be delivered to the vessel until the time she broke ground for the voyage, it would be uninsured, if the theory of the libelant in this case be sound. As she was taking in her cargo at a very exposed point on the open lake, and might become unmanagable at any moment by a sudden rise of wind, the danger was a real one, and yet one which would not be covered by the policy. In such case it is but just that the responsibility of the owner for the seaworthiness of his ship should be kept alive up to the moment of her departure. Not only is this so, but it is now the settled law of the federal courts that the lien of the master for freight does not attach before the vessel breaks ground, although there seems to have been some conflict of authority formerly upon this question.

The excuse given by the master of the Vesta for his failure to do this was that it might imperil the vessel; but conceding this to be sufficient, and that he was thereby excused from complying with the demand of the consignor, it did not authorize him to pledge the cargo for salvage services rendered solely for the benefit of the vessel and in the face of the demand of the consignor for the return of his property. The authority of the master to bind the cargo arises only in case of necessity, when the owner cannot be consulted, and I know no case in which it has been held that he can do this against the protest of the owner. In the Julia Blake, 107 U. S. 418, 426, S. C. 2 Sup. Ct. Rep. 692, it is said that 'the master can neither sell nor hypothecate the cargo, except in case of urgent necessity; and his authority for that purpose is no more than may be reasonably implied from the circumstances in which he is placed. He acts for the owner of the cargo because there is a necessity for some one to do so, and, like every agent whose authority arises by implication of the law, he can only do what the owner, if present, ought to do. Necessity develops his authority, and limits his powers. What he does must be directly or indirectly for the benefit of the cargo, considering the situation in which it has been placed by the accidents of the voyage.' The court, in this case, quote with approval the English rule that the master cannot bottomry the ship without communication be practicable, and a *fortiori*, cannot hypothecate the cargo except under like circumstances.

Upon the facts of this case it appears to me entirely clear that the master acted without authority, so far as the cargo was concerned, in summoning the libelant's tug to his assistance, and that libelant was bound to take notice of this. It is a general principle that all persons dealing with the master of a vessel am bound to inquire into his authority to act, and, in case of the want of such authority to act, will not be protected, even though they may have acted in good faith. 1 Pars. Shipp 147.

The libel, as against the cargo, must be dismissed.

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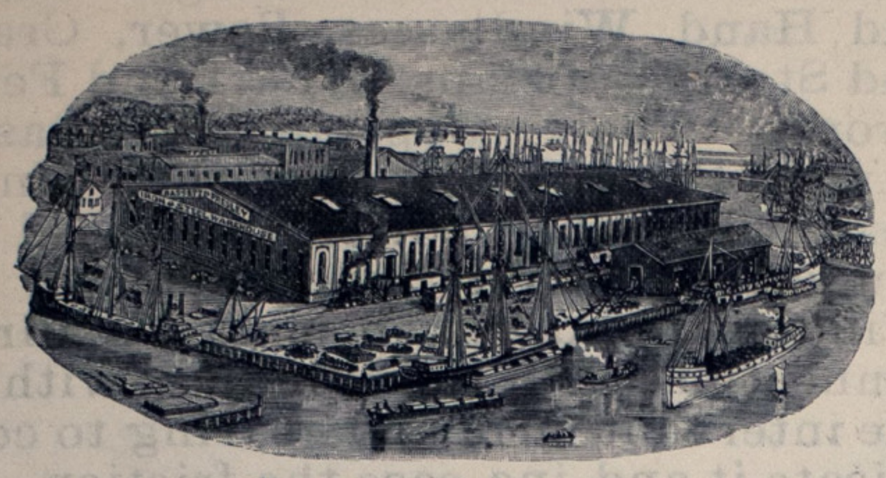

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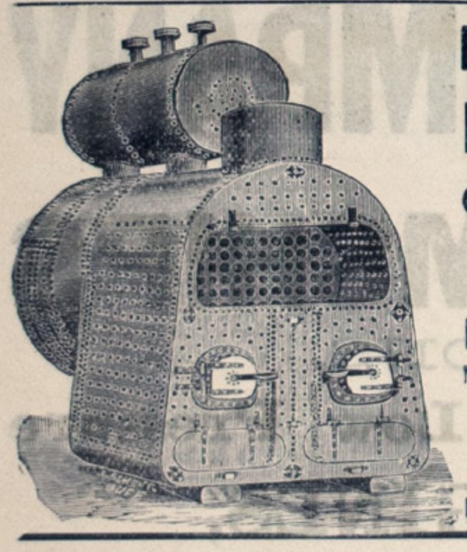

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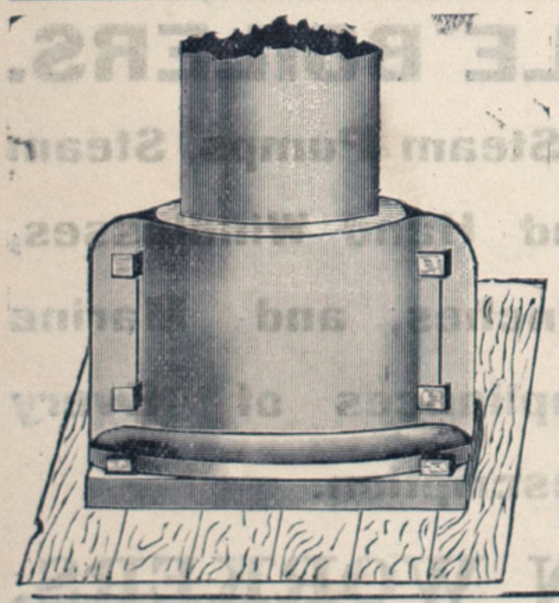

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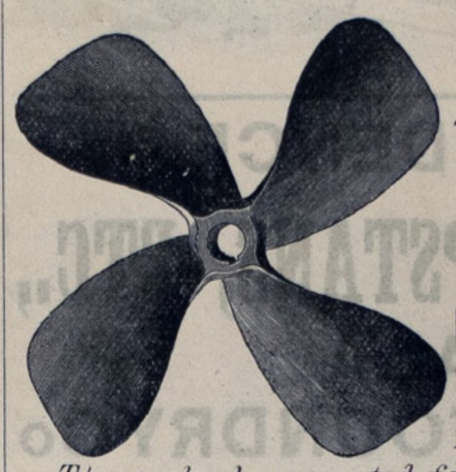

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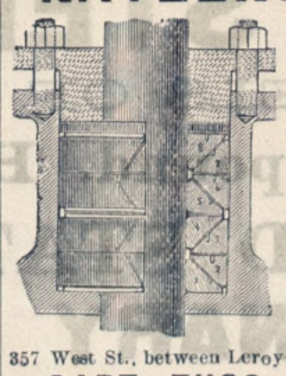

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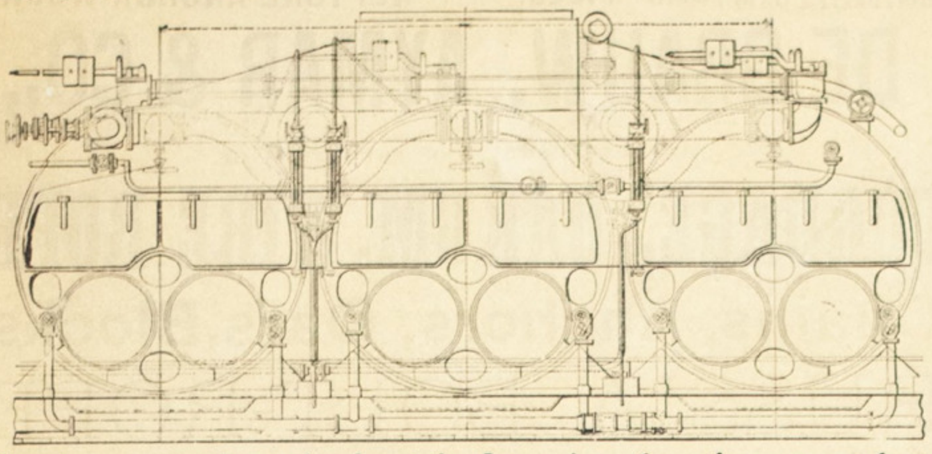

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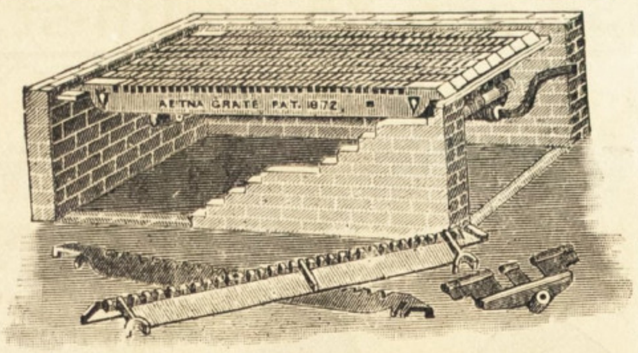

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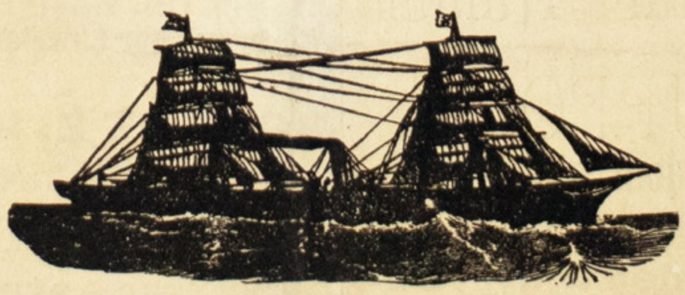

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